

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

19

Charlotte County
Town of Charlotte C.H.
Town of Drakes Branch
Town of Keysville
Town of Phenix

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Charlotte Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
15	7.39	1200	F	From:	Mecklenburg County Line				F	0.101	F	0.558	1300	F	2003	
				To:												
15	3.24	2100	F	From:	SR 92 Barnes Junction				F	0.103	F	0.573	2100	F	2003	
				To:												
15	3.88	5100	F	From:	US 360 Near Wyllesburg				F	0.079	F	0.522	5200	F	2003	
				To:												
15	6.60	4900	F	From:	SR 47 Krafton Gate				C	0.083	F	0.531	5000	F	2003	
				To:												
15	3.36	4600	F	From:	BUS US 15 South of Keysville				C	0.073	F	0.512	4700	F	2003	
				To:												
15	2.04	4800	F	From:	SR 40 Keysville				C	0.077	F	0.527	4900	F	2003	
				To:												
15	1.66	3300	F	From:	US 360, BUS US 15 North of Keysville				F	0.079	F	0.576	3300	F	2003	
				To:												
Bus 15	2.93	1500	F	From:	US 15 S of Keysville				C	0.094	F	0.507	1500	F	2003	
				To:												
Town of Keysville																
Bus 15	0.73	1500	N	From:	CL Keysville				N	0.094	N	0.507	1500	N	2003	
				To:												
Bus 15	0.56	5700	F	From:	S SR 40				F	0.087	F	0.519	5800	F	2003	
				To:												
Bus 15	0.37	4100	F	From:	N SR 40				F	0.089	F	0.501	4200	F	2003	
				To:												
Charlotte County																
Bus 15	1.34	4100	N	From:	CL Keysville				N	0.089	N	0.501	4200	N	2003	
				To:												
40	6.74	1300	F	From:	Campbell County Line				C	0.082	F	0.635	1400	F	2003	
				To:												
Town of Phenix																
40	0.97	1300	N	From:	WCL Phenix				N	0.082	N	0.635	1400	N	2003	
				To:												
40	0.62	2000	F	From:	19-727				F	0.084	F	0.555	2000	F	2003	
				To:												
Charlotte County																
40	0.78	2000	N	From:	ECL Phenix				N	0.084	N	0.555	2000	N	2003	
				To:												
40	4.38	2100	F	From:	19-746 East of Phenix				F	0.084	F	0.533	2100	F	2003	
				To:												
Town of Charlotte C.H.																
40	0.98	2100	N	From:	WCL Charlotte C.H.				N	0.084	N	0.533	2100	N	2003	
				To:												
40	0.10	4700	F	From:	W SR 47				F	0.088	F	0.519	4800	F	2003	
				To:												
40	0.94	2200	F	From:	E SR 47				F	0.09	F	0.548	2200	F	2003	
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
40	7.58	2200	N	From:		ECL Charlotte C.H.				N	0.09	N	0.548	2200	N	2003
				To:		WCL Keysville										
Town of Keysville																
40	0.54	2200	N	From:		WCL Keysville				N	0.09	N	0.548	2200	N	2003
				To:		W US 15 Bus										
40 Bus 15	0.56	5700	F	From:		E US 15 BUS				F	0.087	F	0.519	5800	F	2003
				To:		ECL Keysville										
Charlotte County																
40	0.85	3400	N	From:		ECL Keysville				N	0.086	N	0.516	3400	N	2003
				To:		Lunenburg County Line										
47	2.70	1900	F	From:		Mecklenburg County Line				F	0.084	F	0.6	2000	F	2003
				To:		US 15-360 Krafton Gate										
47	6.55	2600	F	From:		SCL Drakes Branch				F	0.095	F	0.58	2600	F	2003
				To:												
Town of Drakes Branch																
47	2.09	2600	N	From:		SCL Drakes Branch				N	0.095	N	0.58	2600	N	2003
				To:		SR 59										
47	0.25	2600	F	From:		NCL Drakes Branch				F	0.093	F	0.579	2700	F	2003
				To:												
Charlotte County																
47	3.03	2600	N	From:		NCL Drakes Branch				N	0.093	N	0.579	2700	N	2003
				To:		SCL Charlotte C.H.										
Town of Charlotte C.H.																
47	0.99	2600	N	From:		SCL Charlotte C.H.				N	0.093	N	0.579	2700	N	2003
				To:		S SR 40										
47 40	0.10	4700	F	From:		N SR 40				F	0.088	F	0.519	4800	F	2003
				To:		NCL Charlotte C.H.										
Charlotte County																
47	3.47	3000	N	From:		NCL Charlotte C.H.				N	0.082	N	0.551	3100	N	2003
				To:		19-660										
47	7.02	1600	F	From:		19-649 Madisonville				C	0.085	F	0.580	1600	F	2003
				To:		Prince Edward County Line										
47	2.82	1700	F	From:		Charlotte County Line				F	0.084	F	0.611	1800	F	2003
				To:		Appomattox County Line										
Town of Drakes Branch																
59	0.55	2000	F	From:		SR 47 North of Drakes Branch				C	0.1	F	0.550	2000	F	2003
				To:		NCL Drakes Branch										
Charlotte County																
59	6.77	2000	N	From:		NCL Drakes Branch				N	0.1	N	0.550	2000	N	2003
				To:		WCL Kevsville										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Keysville																
59	0.58	2000	N	From:	WCL Keysville				N	0.1	N	0.550	2000	N	2003	
				To:	SR 40 Keysville											
Charlotte County																
92	2.11	2300	F	From:	Mecklenburg County Line				F	0.094	F	0.504	2400	F	2003	
				To:	US 15 Barnes Junction											
92	3.80	2100	F	From:	US 15 Barnes Junction				F	0.080	F	0.508	2100	F	2003	
				To:	US 360											
92	0.70	460	F	From:	US 360				F	0.131	F	0.726	470	F	2003	
				To:	Halifax County Line											
360	1.73	5300	F	From:	Halifax County Line				F	0.079	F	0.529	5200	F	2003	
				To:	SR 92											
360	4.64	4200	G	From:	SR 92				F	NA			4100	G	2003	
				To:	W US 15											
360 15	3.88	5100	F	From:	W US 15				F	0.079	F	0.522	5200	F	2003	
				To:	SR 47 Krafton Gate											
360 15	6.60	4900	F	From:	SR 47 Krafton Gate				C	0.083	F	0.531	5000	F	2003	
				To:	S US 15 BUS											
360 15	3.36	4600	F	From:	S US 15 BUS				C	0.073	F	0.512	4700	F	2003	
				To:	SR 40 Keysville											
360 15	2.04	4800	F	From:	SR 40 Keysville				C	0.077	F	0.527	4900	F	2003	
				To:	E US 15											
360	1.75	5400	F	From:	E US 15				F	0.072	F	0.542	5200	F	2003	
				To:	Prince Edward County Line											
Bus 360 Bus 15	2.93	1500	F	From:	US 15 S OF KEYSVILLE				C	0.094	F	0.507	1500	F	2003	
				To:	CL Keysville											
Town of Keysville																
Bus 360 Bus 15	0.73	1500	N	From:	CL Keysville				N	0.094	N	0.507	1500	N	2003	
				To:	S SR 40											
Bus 360 Bus 15	0.56	5700	F	From:	S SR 40				F	0.087	F	0.519	5800	F	2003	
				To:	N SR 40											
Bus 360 Bus 15	0.37	4100	F	From:	N SR 40				F	0.089	F	0.501	4200	F	2003	
				To:	CL Keysville											
Charlotte County																
Bus 360 Bus 15	1.34	4100	N	From:	CL Keysville				N	0.089	N	0.501	4200	N	2003	
				To:	US 15 N OF KEYSVILLE											
600	0.60	70	R	From:	Mecklenburg County Line					NA		NA		06/11/2003		
				To:	19-602											
601	0.70	100	R	From:	19-631					NA		NA		06/16/2003		
				To:	SR 92											
601	0.20	350	R	From:	SR 92					NA		NA		06/11/2003		
				To:	19-602											
601	0.70	370	R	From:	19-602					NA		NA		06/11/2003		
				To:	US 15											
602	0.10	120	R	From:	19-609; 19-686					NA		NA		06/11/2003		
				To:	19-600											

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
From: 602	0.99	120	R			19-600					NA			NA		06/11/2003
To: 602						0.99 MW 19-600										
From: 602	0.91	90	R			19-601					NA			NA		06/11/2003
To: 602						19-607										
From: 603	0.50	130	R			19-684					NA			NA		06/16/2003
To: 603	1.50	70	R			19-744					NA			NA		06/16/2003
From: 603	0.60	40	R			Mecklenburg County Line					NA			NA		06/16/2003
To: 603						19-709										
From: 604	2.80	450	F	96%	2%	2%	0%	0%	0%	C	0.109	F	0.646	450	F	2003
To: 604						19-655										
From: 604	1.50	440	R			19-651					NA			NA		05/07/2003
To: 604	3.40	370	R			Prince Edward County Line					NA			NA		05/13/2003
From: 605	1.59	200	R			19-608					NA			NA		03/28/2000
To: 605						19-632					NA			NA		03/28/2000
From: 605	0.10	460	R			US 15 SOUTH										
To: 605						US 15 NORTH										
From: 605	1.06	220	R			19-627					NA			NA		03/28/2000
To: 605	0.50	130	R			0.50 MS 19-627					NA			NA		03/28/2000
From: 605	0.27	100	R			Mecklenburg County Line					NA			NA		06/16/2003
To: 605						19-637										
From: 606	2.00	300	R			19-634					NA			NA		11/08/2000
To: 606	3.50	390	R			19-679					NA			NA		11/08/2000
From: 606	0.70	500	R			19-626					NA			NA		11/08/2000
To: 606	0.72	420	R			US 15										
From: 607	3.06	160	R			19-746					NA			NA		03/03/2003
To: 607						19-641					NA			NA		03/03/2003
From: 607	2.10	410	F	92%	1%	4%	1%	2%	0%	C	0.112	F	0.596	410	F	2003
To: 607						19-608										
From: 607	1.50	250	R			19-631					NA			NA		06/11/2003
To: 607	0.60	100	F	92%	1%	4%	1%	2%	0%	F	0.114	F	0.539	100	F	2003
From: 607	0.85	340	R			US 360					NA			NA		06/11/2003
To: 607						US 15										

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
607	0.70	450	R	From:	US 15						NA		NA		06/11/2003	
				To:	19-609											
607	1.70	210	R	From:							NA		NA		06/11/2003	
				To:	19-635											
607	1.50	290	R	From:							NA		NA		06/11/2003	
				To:	Mecklenburg County Line											
608	1.46	280	F	93%	2%	2%	1%	1%	0%	F	0.129	F	0.701	290	F	2003
				From:	US 360						C	0.14	F	0.576	240	F
608	0.86	240	F	93%	2%	2%	1%	1%	0%							
				To:	SR 92 WEST											
608	2.12	730	F	93%	2%	2%	1%	1%	0%	F	0.094	F	0.549	740	F	2003
				From:	SR 92 EAST											
608	1.95	470	R	From:	19-605						NA		NA		06/16/2003	
				To:	19-632											
608	0.88	310	R	From:							NA		NA		06/16/2003	
				To:	US 15 NORTH											
608	0.25	70	R	From:	US 15 SOUTH						NA		NA		06/16/2003	
				To:	Dead End											
609	1.70	140	R	From:	19-607						NA		NA		11/01/2000	
				To:	19-635											
609	1.29	160	R	From:							NA		NA		11/01/2000	
				To:	1.29 ME 19-635											
609	0.31	250	R	From:							NA		NA		11/01/2000	
				To:	Mecklenburg County Line											
610	1.89	140	R	From:	US 15						NA		NA		03/21/2000	
				To:	Mecklenburg County Line											
611	1.10	520	F	97%	1%	1%	0%	1%	0%	C	0.098	F	0.556	530	F	2003
				From:	19-634						NA		NA		05/03/2003	
611	1.80	290	R	From:												
				To:	19-625											
611	1.20	320	R	From:							NA		NA		05/03/2003	
				To:	19-607											
611	3.35	120	R	From:							NA		NA		05/03/2003	
				To:	19-608											
612	2.20	430	F	96%	1%	2%	0%	1%	0%	F	0.098	F	0.629	440	F	2003
				From:	19-746						C	0.097	F	0.516	610	F
612	0.69	590	F	96%	1%	2%	0%	1%	0%							
				To:	19-641											
612	1.10	390	R	From:	19-637 NORTH						NA		NA		06/09/2003	
				To:	19-637 EAST											
612	1.30	300	R	From:	19-613						NA		NA		06/09/2003	
				To:	19-634											
612	3.20	200	R	From:							NA		NA		06/09/2003	
				To:	SR 47											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Charlotte County																	
613	2.20	270	R	From:	19-612						NA			NA		10/31/2000	
				To:	19-642												
613	2.70	410	R	From:							NA			NA		10/31/2000	
				To:	SR 47 NORTH												
613	4.50	220	R	From:	SR 47 SOUTH						NA			NA		10/31/2000	
				To:	19-623												
614	0.50	50	R	From:	SR 59						NA			NA		06/16/2003	
				To:	Dead End												
615	1.19	1100	F	From:	Campbell County Line					F	0.098	F	0.527	1100	F	2003	
				To:	19-727					C		0.093					F
615	0.39	790	F	From:	98%	0%	1%	0%	1%	0%	C	0.093	F	0.551	810	F	2003
				To:	19-672					F							
615	0.31	760	F	From:	98%	0%	1%	0%	1%	0%	F	0.091	F	0.562	780	F	2003
				To:	19-663					F							
615	2.99	430	R	From:	19-701						NA			NA		05/07/2003	
				To:	19-664												
615	2.13	390	R	From:							NA			NA		05/07/2003	
				To:	SR 47												
616	1.68	140	R	From:	Campbell County Line						NA			NA		03/27/2000	
				To:	19-672 SOUTH												
616	1.00	130	R	From:	19-672 NORTH						NA			NA		03/27/2000	
				To:	1.00 ME 19-672												
616	2.97	70	R	From:							NA			NA		05/20/2003	
				To:	19-727												
617	1.30	210	R	From:	19-672						NA			NA		05/13/2003	
				To:	19-762												
617	1.70	240	R	From:							NA			NA		05/13/2003	
				To:	91%	1%	5%	1%	3%	1%		C					0.13
617	0.60	250	R	From:	SR 40						NA				NA		
				To:	19-675												
617	2.50	250	R	From:							NA			NA		05/20/2003	
				To:	19-619												
618	0.90	220	R	From:	Campbell County Line						NA			NA		03/06/2000	
				To:	SR 40												
619	3.50	120	R	From:	Campbell County Line						NA			NA		05/13/2003	
				To:	19-620												
619	3.00	130	R	From:							NA			NA		05/13/2003	
				To:	19-649												
619	0.50	240	R	From:							NA			NA		05/13/2003	
				To:	19-678												
619	2.58	240	R	From:							NA			NA		05/20/2003	
				To:	19-617												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Charlotte County																	
(619)	2.29	160	R	From:	19-617						NA			NA		05/20/2003	
(619)	0.10	60	R	To: From:	19-649						NA			NA		05/20/2003	
(619)	1.30	50	R	To: From:	19-648						NA			NA		05/20/2003	
(619)	1.50	60	R	To: From:	19-647						NA			NA		05/20/2003	
(619)	2.55	60	R	To: From:	19-746						NA			NA		05/20/2003	
(619)	3.00	45	R	To: From:	19-645						NA			NA		05/20/2003	
				To:	19-637 WEST												
Town of Drakes Branch																	
(619)	0.41	360	F	From:	99%	0%	1%	0%	0%	0%	F	0.111	F	0.595	360	F	2003
(619)	0.56	390	F	To: From:	99%	0%	1%	0%	0%	0%	C	0.101	F	0.61	390	F	2003
				To:	SR 47												
Charlotte County																	
(620)	2.80	20	R	From:	19-619						NA			NA		05/13/2003	
				To:	Halifax County Line; Dead End												
(621)	1.68	40	R	From:	Dead End						NA			NA		05/13/2003	
				To:	19-672												
(622)	1.10	70	R	From:	US 15 SOUTH						NA			NA		06/16/2003	
(622)	1.02	290	R	To: From:	19-639						NA			NA		06/16/2003	
(622)	1.10	460	F	To: From:	US 15 N; US15 BUS; Gap Terminus US 15 Bus; Gap Terminus					C	0.1	F	0.612	470	F	2003	
				To:	Lunenburg County Line												
Town of Drakes Branch																	
(623)	1.07	1200	F	From:	93%	1%	3%	1%	2%	0%	C	0.157	F	0.762	1200	F	2003
				To:	ECL Drakes Branch												
Charlotte County																	
(623)	1.67	480	F	From:	93%	1%	3%	1%	2%	0%	F	0.098	F	0.745	490	F	2003
(623)	3.00	490	R	To: From:	19-692						NA			NA		06/09/2003	
(623)	1.00	320	R	To: From:	19-639						NA			NA		06/09/2003	
(623)	0.70	470	R	To: From:	19-613						NA			NA		06/09/2003	
(623)	1.40	270	R	To: From:	US 15						NA			NA		06/09/2003	
				To:	Lunenburg County Line												
(624)	1.00	280	R	From:	SR 92; 19-631						NA			NA		06/11/2003	
				To:	US 15												
(625)	2.30	70	R	From:	19-637						NA			NA		05/03/2003	
				To:	19-611												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Charlotte County																
(626)	0.70	250	R	From:	US 15						NA			NA		06/09/2003
(626)	0.50	220	R	To:	19-606						NA			NA		06/09/2003
(626)	0.70	5	R	From:	0.50 MN 19-606						NA			NA		06/09/2003
(626)				To:	Dead End											
(627)	1.30	260	R	From:	Dead End						NA			NA		06/16/2003
(627)	1.90	300	R	To:	US 15 NORTH											
(627)				From:	US 15 SOUTH						NA			NA		06/16/2003
(627)				To:	19-605											
(628)	0.50	480	R	From:	SR 40						NA			NA		05/20/2003
(628)				To:	Lunenburg County Line											
(629)	1.30	160	R	From:	Lunenburg County Line						NA			NA		06/10/2003
(629)	0.46	190	R	To:	US 15 BUS SOUTH											
(629)				From:	US 15 BUS MID						NA			NA		06/10/2003
(629)				To:	SCL Keysville											
Town of Keysville																
(629)	0.24	190	N	From:	SCL Keysville						NA			NA		06/10/2003
(629)				To:	US 15 BUS NORTH											
Charlotte County																
(630)	1.78	270	R	From:	US 15						NA			NA		06/16/2003
(630)				To:	Lunenburg County Line											
(631)	1.00	140	R	From:	19-601						NA			NA		07/17/2000
(631)	1.00	590	R	To:	US 15 SOUTH											
(631)				From:	US 15 NORTH						NA			NA		07/17/2000
(631)	1.80	370	R	To:	SR 92; 19-624						NA			NA		07/17/2000
(631)	0.30	250	R	From:	US 360						NA			NA		07/17/2000
(631)				To:	19-607											
(632)	1.60	270	R	From:	19-605						NA			NA		03/28/2000
(632)	4.45	150	R	To:	19-608						NA			NA		03/28/2000
(632)				From:	19-640											
(633)	1.70	90	R	To:	19-608 SOUTH						NA			NA		03/28/2000
(633)	1.20	160	R	From:	19-702						NA			NA		03/28/2000
(633)				To:	19-608 NORTH											
(634)	0.30	450	R	From:	19-611						NA			NA		03/21/2000
(634)	2.80	300	R	To:	19-679						NA			NA		03/21/2000
(634)	1.40	210	R	From:	19-606						NA			NA		03/21/2000
(634)				To:	19-612											

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
635	0.60	30	R	From:	19-609						NA			NA		06/11/2003
				To:	19-607											
636	0.70	40	R	From:	19-746						NA			NA		05/20/2003
				To:	Dead End; Gap Terminus											
636	1.10	70	R	From:							NA			NA		05/20/2003
				To:	19-645											
637	2.99	390	F	From:	19-607					F	0.104	F	0.667	400	F	2003
				To:	19-612 SOUTH											
637	3.56	480	F	From:	19-612 SOUTH					F	0.102	F	0.525	480	F	2003
				To:	19-642 WEST											
637	2.67	760	F	From:	19-642 WEST					C	0.095	F	0.56	780	F	2003
				To:	WCL Drakes Branch											
Town of Drakes Branch																
637	0.13	760	N	From:	WCL Drakes Branch					N	0.095	N	0.56	780	N	2003
				To:	19-619 EAST											
637	0.36	820	R	From:							NA			NA		06/09/2003
				To:	19-1207											
637	0.38	910	R	From:							NA			NA		06/09/2003
				To:	SR 47; SR 59											
Charlotte County																
638	0.10	70	R	From:	Appomattox County Line						NA			NA		05/07/2003
				To:	19-691											
638	1.70	70	R	From:							NA			NA		05/07/2003
				To:	06-628											
638	2.40	120	R	From:							NA			NA		05/07/2003
				To:	06-725; 19-725											
639	1.90	220	R	From:	19-623						NA			NA		06/16/2003
				To:	19-622											
640	1.15	60	R	From:	Dead End						NA			NA		06/16/2003
				To:	1.15 ME Dead End											
640	0.15	60	R	From:							NA			NA		06/16/2003
				To:	19-632											
640	0.71	190	R	From:							NA			NA		06/16/2003
				To:	US 15 NORTH											
640	0.20	100	R	From:	US 15 SOUTH						NA			NA		06/16/2003
				To:	Mecklenburg County Line											
641	3.72	70	R	From:	19-607						NA			NA		05/03/2003
				To:	19-612											
642	0.28	390	R	From:	19-746						NA			NA		10/17/2000
				To:	19-645											
642	2.60	250	R	From:							NA			NA		10/17/2000
				To:	19-643											
642	1.11	300	R	From:							NA			NA		10/17/2000
				To:	19-637 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
642	2.00	190	R	From	19-637 NORTH						NA			NA		10/17/2000
				To	19-613											
643	1.70	150	R	From	19-746						NA			NA		05/03/2003
				To	1.70 ME 19-746											
643	0.57	130	R	From							NA			NA		05/03/2003
				To	19-642											
644	0.80	350	R	From	19-615						NA			NA		05/07/2003
				To	Campbell County Line											
644	0.50	300	R	From							NA			NA		05/07/2003
				To	Appomattox County Line											
645	1.10	180	R	From	19-642						NA			NA		10/17/2000
				To	1.10 MN 19-642											
645	0.63	200	R	From							NA			NA		10/17/2000
				To	1.73 MN 19-642											
645	1.35	230	R	From							NA			NA		10/17/2000
				To	19-619											
645	1.57	290	R	From							NA			NA		10/17/2000
				To	19-786											
645	0.30	510	R	From							NA			NA		10/17/2000
				To	WCL Charlotte CH											
Town of Charlotte C.H.																
645	0.25	510	R	From	WCL Charlotte C.H.						NA			NA		10/17/2000
				To	19-1106											
645	0.48	730	R	From							NA			NA		10/17/2000
				To	SR 40											
Charlotte County																
646	0.75	48	R	From	19-606						NA			NA		06/09/2003
				To	Dead End											
647	2.10	80	R	From	19-619						NA			NA		10/11/2000
				To	19-746											
648	3.29	60	R	From	19-746						NA			NA		05/20/2003
				To	3.29 MN 19-746											
648	2.29	30	R	From							NA			NA		05/20/2003
				To	19-619											
649	2.00	46	R	From	19-619						NA			NA		05/13/2003
				To	2.00 MS 19-619											
649	1.80	7	R	From							NA			NA		05/13/2003
				To	19-678 NORTH											
649	0.50	80	R	From							NA			NA		05/13/2003
				To	19-678 SOUTH											
649	0.62	40	R	From							NA			NA		05/13/2003
				To	0.62 ME 19-678											
649	0.30	40	R	From							NA			NA		05/13/2003
				To	0.92 ME 19-678											

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						2Axle	3+Axle	1Trail	2Trail								
Charlotte County																	
(649)	2.16	40	R	From:	0.92 ME 19-678						NA			NA		05/13/2003	
(649)	1.01	130	R	To: From:	3.08 ME 19-678						NA			NA		05/13/2003	
(649)	2.50	310	R	To: From:	19-619						NA			NA		05/13/2003	
(649)	2.50	420	F	To: From:	89%	0%	1%	2%	7%	0%	C	0.098	F	0.578	430	F	2003
(649)	3.00	520	R	To: From:	SR 40						NA			NA		05/20/2003	
(649)	1.57	320	R	To: From:	19-650						NA			NA		05/20/2003	
(649)	0.70	60	R	To: From:	SR 47 WEST SR 47 EAST						NA			NA		05/13/2003	
(649)	3.84	190	R	To: From:	19-689						NA			NA		05/13/2003	
(650)	2.74	80	R	To: From:	SR 47 NORTH												
(650)	1.15	170	R	To: From:	19-667						NA			NA		09/20/2000	
(650)	3.58	170	R	To: From:	19-649						NA			NA		09/20/2000	
(650)				To: From:	19-660						NA			NA		09/20/2000	
				To:	NCL Charlotte CH												
Town of Charlotte C.H.																	
(650)	1.12	330	R	From:	NCL Charlotte CH						NA			NA		09/20/2000	
				To:	SR 47												
Charlotte County																	
(651)	1.50	170	R	From:	19-604						NA			NA		05/07/2003	
(651)	1.70	50	R	To: From:	19-654 NORTH 19-654 SOUTH						NA			NA		05/07/2003	
(651)	0.80	80	R	To: From:	19-653						NA			NA		05/07/2003	
(651)	1.40	130	R	To: From:	0.80 ME 19-653						NA			NA		05/07/2003	
(651)	0.56	180	F	To: From:	96%	2%	1%	1%	0%		C	0.102	F	0.524	180	F	2003
(652)	1.64	50	R	To: From:	19-652 SOUTH 19-652 NORTH												
(652)	0.66	100	R	To: From:	US 15												
(652)	2.20	230	R	To: From:	19-654						NA			NA		05/13/2003	
(652)	0.60	330	R	To: From:	1.64 ME 19-654						NA			NA		05/13/2003	
(652)				To: From:	19-653						NA			NA		05/13/2003	
(652)				To: From:	19-653						NA			NA		05/13/2003	
(652)				To: From:	19-651 SOUTH						NA			NA		05/13/2003	
(653)	1.60	230	R	To: From:	Prince Edward County Line						NA			NA		10/24/2000	
(653)				To: From:	SR 40												
(653)				To:	19-652						NA			NA		10/24/2000	

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
653	1.20	47	R	From:	19-652					NA			NA			05/13/2003
				To:	19-651											
654	2.23	400	R	From:	SR 59					NA			NA			05/13/2003
				To:	SR 40 EAST											
654	3.70	250	R	From:	SR 40 WEST					NA			NA			05/13/2003
				To:	19-651 NORTH											
654	0.75	270	R	From:						NA			NA			05/07/2003
				To:	19-749											
654	1.45	350	R	From:						NA			NA			05/13/2003
				To:	Prince Edward County Line											
655	1.88	150	R	From:	19-604					NA			NA			10/23/2000
				To:	19-658											
655	1.70	230	R	From:						NA			NA			10/23/2000
				To:	19-671											
656	2.50	50	R	From:	SR 40					NA			NA			05/07/2003
				To:	19-604											
657	0.80	90	R	From:	19-649					NA			NA			05/20/2003
				To:	Dead End											
658	4.41	250	R	From:	19-709					NA			NA			10/23/2000
				To:	19-655											
659	0.60	170	R	From:	19-660					NA			NA			05/09/2000
				To:	19-671											
660	1.55	170	R	From:	19-650					NA			NA			05/20/2003
				To:	SR 47 SOUTH											
660	3.10	310	R	From:	SR 47 NORTH					NA			NA			05/13/2003
				To:	19-659											
660	0.80	170	R	From:						NA			NA			05/13/2003
				To:	19-671											
661	5.12	170	R	From:	SR 47					NA			NA			04/11/2000
				To:	Prince Edward County Line											
662	0.50	110	R	From:	SR 47					NA			NA			04/06/2000
				To:	19-691											
663	3.80	130	R	From:	19-615					NA			NA			05/20/2003
				To:	Appomattox County Line											
664	1.70	220	R	From:	19-666					NA			NA			05/20/2003
				To:	19-665											
664	1.30	90	R	From:						NA			NA			05/20/2003
				To:	19-615											
665	3.47	290	R	From:	19-727					NA			NA			04/11/2000
				To:	SR 47											

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
666	1.36	360	R	From:	19-727						NA			NA		05/20/2003
				To:	19-721											
666	2.75	460	R	From:							NA			NA		05/20/2003
				To:	SR 47											
667	3.17	160	R	From:	19-727						NA			NA		06/09/2003
				To:	SR 40											
Town of Phenix																
668	0.09	50	R	From:	SR 40						NA			NA		06/09/2003
				To:	0.09 ME SR 40											
668	0.26	30	R	From:							NA			NA		06/09/2003
				To:	ECL Phenix											
Charlotte County																
668	1.95	30	R	From:	ECL Phenix						NA			NA		06/09/2003
				To:	19-667											
669	0.50	60	R	From:	Dead End						NA			NA		06/09/2003
				To:	19-706											
669	0.30	70	R	From:							NA			NA		06/09/2003
				To:	SR 40											
670	0.80	30	R	From:	19-617						NA			NA		05/13/2003
				To:	Dead End											
671	1.88	190	F	89%	2%	5%	0%	4%	0%	C	0.138	F	0.72	190	F	2003
				To:	19-660											
671	1.10	40	F	89%	2%	5%	0%	4%	0%	F	0.186	F	0.625	40	F	2003
				To:	19-659											
671	4.92	180	F	89%	2%	5%	0%	4%	0%	F	0.101	F	0.675	180	F	2003
				To:	73-667; 73-671											
672	2.10	630	R	From:	19-678						NA			NA		03/27/2000
				To:	19-693											
672	1.60	540	F	98%	0%	1%	0%	1%	0%	C	0.102	F	0.614	550	F	2003
				To:	SR 40 WEST											
672	1.30	450	F	98%	0%	1%	0%	1%	0%	F	0.110	F	0.705	460	F	2003
				To:	19-681											
672	7.30	230	F	98%	0%	1%	0%	1%	0%	F	0.131	F	0.535	230	F	2003
				To:	19-727											
672	1.20	190	R	From:							NA			NA		05/07/2003
				To:	19-615											
673	0.50	60	R	From:	Dead End						NA			NA		05/13/2003
				To:	19-617											
674	1.30	130	R	From:	19-672						NA			NA		03/06/2000
				To:	SR 40											
675	0.87	330	R	From:	19-617						NA			NA		07/17/2000
				To:	19-676											
675	0.80	410	R	From:							NA			NA		07/17/2000
				To:	SCL Phenix											

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2Axle 3+Axle 1Trail 2Trail																	
Town of Phenix																	
675	0.60	410	R	From:	SCL Phenix						NA			NA		07/17/2000	
				To:	SR 40; 19-1001												
Charlotte County																	
676	1.10	100	R	From:	19-675						NA			NA		07/17/2000	
				To:	Dead End												
677	1.10	190	R	From:	Dead End						NA			NA		08/28/2000	
				To:	19-619												
678	0.45	80	R	From:	Dead End						NA			NA		05/13/2003	
				To:	19-649 SOUTH												
678	1.20	90	R	From:	19-649 NORTH						NA			NA		05/13/2003	
				To:	19-724												
678	0.80	230	R	From:							NA			NA		05/13/2003	
678	0.60	340	F	97%	1%	0%	0%	1%	0%	C	0.119	F	0.548	350	F	2003	
678	3.10	100	F	From:	19-672						F	0.129	F	0.769	100	F	2003
				To:	SR 40												
679	2.80	90	R	From:	19-634						NA			NA		06/09/2003	
				To:	19-606												
680	1.41	250	R	From:	US 15 BUS						NA			NA		05/20/2003	
				To:	19-652												
681	1.30	120	R	From:	19-672						NA			NA		03/08/2000	
				To:	Dead End												
682	0.10	350	R	From:	19-649						NA			NA		05/20/2003	
				To:	SR 40												
683	0.25	160	R	From:	19-686						NA			NA		06/11/2003	
				To:	Mecklenburg County Line												
684	1.70	120	R	From:	US 15						NA			NA		1997	
				To:	19-603												
685	0.50	45	R	From:	19-608						NA			NA		06/11/2003	
				To:	US 360 WEST												
685	0.65	30	R	From:	US 360 EAST						NA			NA		06/11/2003	
				To:	19-607												
686	0.40	210	R	From:	19-602; 19-609						NA			NA		07/17/2000	
				To:	19-683												
686	0.80	120	R	From:	19-607						NA			NA		07/17/2000	
				To:	Dead End												
687	1.00	140	R								NA			NA		11/01/2000	
687	0.20	30	R	From:	19-630						NA			NA		06/16/2003	
				To:	Dead End												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(688)	0.52	110	R	From:	Dead End						NA			NA		05/20/2003
(688)	0.38	140	R	To:	19-754						NA			NA		05/20/2003
				From:	WCL Keysville											
				To:												
Town of Keysville																
(688)	0.07	270	R	From:	WCL Keysville						NA			NA		05/20/2003
				To:	SR 40											
Charlotte County																
(689)	0.60	10	R	From:	SR 47						NA			NA		05/13/2003
				To:	19-649											
(690)	0.50	30	R	From:	Dead End						NA			NA		06/16/2003
(690)	0.03	80	R	To:	0.50 ME Dead End						NA			NA		06/16/2003
				From:	US 15											
(691)	1.20	60	R	To:	19-638						NA			NA		05/07/2003
(691)	3.00	120	R	From:	19-701						NA			NA		05/07/2003
				To:	Prince Edward County Line											
Prince Edward County																
(691)	0.10	120	N	From:	Charlotte County Line						NA			NA		05/07/2003
				To:	SR 47											
Charlotte County																
(692)	0.70	200	R	From:	SR 47						NA			NA		06/09/2003
				To:	19-623											
(693)	2.80	50	R	From:	19-619						NA			NA		05/13/2003
				To:	19-672											
(694)	0.10	190	R	From:	19-672						NA			NA		05/13/2003
				To:	19-617											
(695)	2.80	50	R	From:	19-617						NA			NA		05/13/2003
				To:	19-727											
(696)	0.10	30	R	From:	19-665						NA			NA		05/20/2003
(696)	0.15	20	R	To:	19-703						NA			NA		05/20/2003
				From:	SR 47											
				To:												
(697)	0.10	70	R	From:	SR 47 SOUTH						NA			NA		05/20/2003
(697)	0.41	30	R	To:	0.10 MN SR 47						NA			NA		05/20/2003
				From:	SR 47 NORTH											
				To:												
(698)	0.90	40	R	From:	Dead End						NA			NA		05/20/2003
				To:	19-746											
(699)	0.80	100	R	From:	Dead End						NA			NA		05/07/2003
				To:	SR 47											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Charlotte County																
700	1.40	190	R	From:	Dead End						NA			NA		03/27/2000
				To:	19-727											
701	1.55	160	R	From:	19-615						NA			NA		04/06/2000
				To:	19-736											
701	1.35	60	R	From:	19-691						NA			NA		05/07/2003
				To:	19-633											
702	0.50	20	R	From:	Dead End						NA			NA		06/16/2003
				To:	Dead End											
703	0.70	30	R	From:	19-696						NA			NA		06/20/2003
				To:	19-727 SOUTH											
704	0.57	20	R	From:	19-727 NORTH						NA			NA		05/13/2003
				To:	Dead End											
705	0.50	220	R	From:	SR 92						NA			NA		06/16/2003
				To:	SR 40											
706	0.60	30	R	From:	19-669						NA			NA		05/20/2003
				To:	19-671 WEST											
707	0.72	60	R	From:	0.72 ME 19-671						NA			NA		05/13/2003
				To:												
707	1.48	130	R	From:	19-760						NA			NA		05/13/2003
				To:	73-671											
707	0.17	240	R	From:	Dead End						NA			NA		05/13/2003
				To:	19-672											
Town of Charlotte C.H.																
709	0.48	1200	F	From:	SR 47					C	0.095	F	0.6	1200	F	2003
				To:	NCL Charlotte CH											
Charlotte County																
709	0.92	810	F	From:	NCL Charlotte CH					F	0.101	F	0.621	820	F	2003
				To:	19-604											
709	1.33	260	R	From:	SR 40						NA			NA		09/20/2000
				To:	SR 47											
710	1.35	100	R	From:	1.35 ME SR 47						NA			NA		06/09/2003
				To:	US 15											
710	2.80	140	R	From:	Dead End						NA			NA		06/09/2003
				To:	Dead End											
711	1.00	80	R	From:	19-617						NA			NA		03/06/2000
				To:												
Town of Keysville																
712	1.02	230	R	From:	US 15 BUS						NA			NA		06/10/2003
				To:	NCL Keysville											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(712) Horseshoe Bend Road	1.22	170	R		From:	NCL Keysville					NA			NA		06/10/2003
(712) Horseshoe Bend Road	0.65	130	R		To:	Lunenburg County Line					NA			NA		06/10/2003
(712) Horseshoe Bend Road	1.59	150	R		From:	Lunenburg County Line					NA			NA		06/10/2003
					To:	US 15; US 360										
(713)	0.35	170	R		From:	19-606					NA			NA		06/09/2003
(713)	1.20	260	R		To:	19-730					NA			NA		06/09/2003
					To:	SR 47										
Town of Keysville																
(714)	0.10	370	R		From:	19-712 Horseshoe Bend Road					NA			NA		06/10/2003
(714)	0.02	290	R		To:	19-716					NA			NA		06/10/2003
					To:	Dead End										
(715)	0.06	10	R		From:	Dead End					NA			NA		05/20/2003
(715)	0.07	690	R		To:	19-757					NA			NA		06/20/2000
					To:	US 15 BUS										
(716)	0.35	440	R		From:	19-714					NA			NA		10/26/2000
(716)	0.20	230	R		To:	19-712 Horseshoe Bend Road					NA			NA		10/26/2000
					To:	Dead End										
Charlotte County																
(717)	0.45	60	R		From:	Dead End					NA			NA		07/17/2000
					To:	19-360										
Town of Keysville																
(718)	0.08	690	R		From:	US 15 BUS					NA			NA		10/23/2000
					To:	19-712 Horseshoe Bend Road										
Charlotte County																
(719)	0.50	70	R		From:	19-674					NA			NA		05/13/2003
					To:	Dead End										
(720)	0.65	60	R		From:	Dead End					NA			NA		04/11/2000
					To:	19-615										
(721)	0.80	90	R		From:	19-666					NA			NA		05/20/2003
					To:	Dead End										
Town of Keysville																
(722)	0.07	180	R		From:	Dead End					NA			NA		06/20/2000
(722)	0.05	820	R		To:	19-757					NA			NA		06/20/2000
					To:	US 15 BUS										
Charlotte County																
(723)	1.00	60	R		From:	19-678					NA			NA		03/08/2000
					To:	Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
724	1.00	60	R	From:		19-678					NA			NA		05/13/2003
				To:		Dead End										
725	0.13	70	R	From:		06-725; 19-638					NA			NA		10/26/2000
				To:		SR 47; Pr Edward CL										
726	1.80	46	R	From:		US 15					NA			NA		06/16/2003
				To:		19-608										
Town of Phenix																
727	0.28	1600	F	From:		SR 40; 19-1008				F	0.113	F	0.543	1700	F	2003
				To:		NCL Phenix										
Charlotte County																
727	4.02	1600	N	From:		NCL Phenix				N	0.113	N	0.543	1700	N	2003
				To:		19-783										
727	4.03	700	F	95%	1%	1%	1%	3%	0%	F	0.101	F	0.527	720	F	2003
727	1.37	980	F	From:		19-672 SOUTH				F	0.105	F	0.578	1000	F	2003
				To:		19-615										
727	0.94	1400	F	95%	1%	1%	1%	3%	0%	C	0.098	F	0.659	1500	F	2003
728	0.45	50	R	From:		19-650					NA			NA		05/20/2003
				To:		Dead End										
729	0.60	60	R	From:		Dead End					NA			NA		05/13/2003
				To:		19-672										
730	0.15	190	R	From:		19-713					NA			NA		06/09/2003
				To:		US 15										
730	0.04	100	R								NA			NA		06/16/2003
730	1.21	49	R	From:		19-763					NA			NA		06/16/2003
				To:		Dead End										
Town of Keysville																
731	0.07	100	F	From:		19-757				C	0.168	F	0.611	100	F	2003
				To:		US 15 BUS; SR 40										
Charlotte County																
732	0.75	50	R	From:		Dead End					NA			NA		05/20/2003
				To:		19-666										
733	0.58	40	R	From:		Dead End					NA			NA		05/20/2003
				To:		19-664										
734	0.80	47	R	From:		19-617					NA			NA		05/13/2003
				To:		Dead End										
Town of Keysville																
735	0.08	80	R	From:		US 15 BUS					NA			NA		06/10/2003
				To:		19-789										
735	0.02	9	R	From:		19-789					NA			NA		06/10/2003
				To:		Dead End										

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						2Axle	3+Axle	1Trail	2Trail								
Charlotte County																	
736	0.90	60	R	From:	19-701						NA			NA		05/07/2003	
				To:	Dead End												
737	0.30	80	R	From:	Dead End						NA			NA		05/03/2003	
				To:	19-612												
738	0.22	40	R	From:	SR 47						NA			NA		09/20/2000	
				To:	SR 47												
Town of Keysville																	
739	0.12	200	R	From:	SR 59						NA			NA		10/30/2000	
				To:	19-765												
Charlotte County																	
740	0.33	90	R	From:	SR 47						NA			NA		10/31/2000	
				To:	SR 47												
741	0.25	60	R	From:	19-612						NA			NA		06/03/2003	
				To:	Dead End												
742	0.55	40	R	From:	Dead End						NA			NA		05/07/2003	
				To:	19-654												
743	0.50	170	R	From:	Dead End						NA			NA		05/07/2003	
				To:	SR 40												
744	0.55	60	R	From:	19-603						NA			NA		06/16/2003	
				To:	Mecklenburg County Line												
745	0.20	80	R	From:	Dead End						NA			NA		06/16/2003	
				To:	19-622												
746	6.34	750	F	From:	86%	1%	2%	1%	10%	0%	C	0.097	F	0.551	760	F	2003
				To:	19-642					F	0.087	F	0.612	560	F	2003	
746	3.76	550	F	From:	86%	1%	2%	1%	10%								0%
				To:	19-649												
746	2.06	430	F	From:	86%	1%	2%	1%	10%	0%	F	0.096	F	0.657	440	F	2003
				To:	SR 40												
747	0.80	80	R	From:	Dead End						NA			NA		03/08/2000	
				To:	19-617												
748	0.35	6	R	From:	19-678						NA			NA		05/20/2003	
				To:	Dead End												
749	0.25	60	R	From:	19-654						NA			NA		05/07/2003	
				To:	Dead End												
750	1.10	60	R	From:	Dead End						NA			NA		11/08/2000	
				To:	19-746												
751	0.90	90	R	From:	Dead End						NA			NA		07/17/2000	
				To:	SR 40												
752	0.70	130	R	From:	Dead End						NA			NA		05/20/2003	
				To:	SR 47												

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
753	0.30	20	R	From:	19-801					NA			NA		05/07/2003	
				To:	Dead End											
754	0.40	40	R	From:	Dead End					NA			NA		05/20/2003	
				To:	19-688											
755	0.15	9	R	From:	SR 40					NA			NA		06/10/2003	
				To:	Dead End											
756	1.80	110	R	From:	Campbell County Line					NA			NA		05/13/2003	
				To:	19-672											
Town of Keysville																
757	0.03	300	R	From:	19-765					NA			NA		05/20/2003	
				To:	19-772 EAST											
757	0.42	380	F	From:	19-772 WEST					C	0.107	F	0.524	390	F	2003
				To:	19-731											
757	0.14	380	R	From:	19-731					NA			NA		05/20/2003	
				To:	19-722											
758	0.11	40	F	From:	Dead End					F	0.158	F	0.667	40	F	2003
				To:	19-757											
758	0.09	160	F	From:	19-757					C	0.106	F	0.579	160	F	2003
				To:	US 15 BUS											
758	0.09	410	R	From:	US 15 BUS					NA			NA		05/20/2003	
				To:	19-712 Horseshoe Bend Road											
Charlotte County																
759	0.12	260	R	From:	19-637 EAST					NA			NA		10/18/2000	
				To:	19-612; 19-637 WEST											
760	0.18	47	R	From:	Dead End					NA			NA		10/23/2000	
				To:	19-707											
761	0.85	40	R	From:	Dead End					NA			NA		06/09/2003	
				To:	19-637											
762	3.25	90	R	From:	19-617					NA			NA		03/27/2000	
				To:	19-672											
763	0.70	50	R	From:	Dead End					NA			NA		06/16/2003	
				To:	19-730											
764	0.45	60	R	From:	Dead End					NA			NA		06/16/2003	
				To:	SR 92											
Town of Keysville																
765	0.05	250	R	From:	19-795					NA			NA		10/26/2000	
				To:	SR 59											
765	0.15	130	F	From:	SR 59					0.158	F	0.585	130	F	2003	
				To:	19-757											
765	0.15	160	F	From:	19-757					C	0.158	F	0.542	160	F	2003
				To:	US 15 BUS; SR 40											

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						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
766	0.40	46	R	From:	Dead End						NA			NA		05/13/2003
				To:	19-672											
767	0.02	NA		From:	Dead End						NA			NA		
				To:	19-642											
768	0.02	NA		From:	Dead End						NA			NA		
				To:	19-642											
Town of Keysville																
769	0.23	90	R	From:	US 15 BUS						NA			NA		07/17/2000
				To:	Dead End											
Charlotte County																
770	0.35	110	R	From:	Dead End						NA			NA		06/09/2003
				To:	19-649											
Town of Keysville																
771	0.10	80	R	From:	19-716						NA			NA		10/26/2000
				To:	19-796											
771	0.10	20	R	From:							NA			NA		10/26/2000
				To:	Dead End											
Charlotte County																
772	0.05	200	F	95%	0%	3%	1%	1%	0%	F	0.117	F	0.796	200	F	2003
				From:	19-778											
772	1.59	240	F	95%	0%	3%	1%	1%	0%	F	0.134	F	0.529	240	F	2003
				To:	SCL Keysville											
Town of Keysville																
772	0.38	240	N	95%	0%	3%	1%	1%	0%	N	0.134	N	0.529	240	N	2003
				From:	SCL Keysville											
772	0.10	650	F	95%	0%	3%	1%	1%	0%	C	0.089	F	0.548	660	F	2003
				To:	19-757 WEST											
				From:	19-774											
773	0.05	100	R							NA			NA		05/20/2003	
				To:	SR 59											
774	0.16	30	R	From:	19-826						NA			NA		05/20/2003
				To:	19-773											
Charlotte County																
775	0.25	40	R	From:	Dead End						NA			NA		05/07/2003
				To:	19-709											
775	0.45	60	R	From:							NA			NA		09/20/2000
				To:	Dead End											
Town of Keysville																
776	0.04	230	R	From:	SR 59						NA			NA		10/26/2000
				To:	19-772											
Charlotte County																
777	0.45	30	R	From:	Dead End						NA			NA		05/20/2003
				To:	19-746											
778	0.50	60	R	From:	Dead End						NA			NA		05/20/2003
				To:	19-772											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(779)	0.40	80	R	From:	Dead End						NA			NA		11/08/2000
				To:	19-746											
(780)	0.20	20	R	From:	Dead End						NA			NA		05/07/2003
				To:	19-654											
Town of Keyville																
(781)	0.09	20	R	From:	Dead End						NA			NA		06/10/2003
				To:	SR 40											
Charlotte County																
(782)	0.63	120	R	From:	Dead End						NA			NA		05/20/2003
				To:	SR 40											
(783)	0.30	50	R	From:	Dead End						NA			NA		05/13/2003
				To:	19-727											
(784)	0.90	140	R	From:	Dead End						NA			NA		10/31/2000
				To:	19-613											
(785)	0.75	60	R	From:	Dead End						NA			NA		05/13/2003
				To:	19-672											
(786)	0.60	210	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-645											
Town of Keyville																
(787)	0.09	130	R	From:	19-716						NA			NA		10/26/2000
				To:	19-796											
(787)	0.05	2	R	From:							NA			NA		06/10/2003
				To:	Dead End											
Charlotte County																
(788)	0.40	90	R	From:	SR 47						NA			NA		06/09/2003
				To:	Dead End											
Town of Keyville																
(789)	0.06	90	R	From:	Dead End						NA			NA		06/10/2003
				To:	19-735											
Charlotte County																
(790)	0.50	60	R	From:	Dead End						NA			NA		10/09/2001
				To:	19-678											
(791)	0.22	50	R	From:	SR 59						NA			NA		08/30/2000
				To:	Dead End											
(792)	0.60	70	R	From:	Dead End						NA			NA		03/08/2000
				To:	19-672											
(793)	0.70	90	R	From:	Dead End						NA			NA		05/20/2003
				To:	SR 47											
(794)	0.40	30	R	From:	Dead End						NA			NA		05/13/2003
				To:	19-649											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Keysville																
795	0.08	60	R	From:	Dead End					NA			NA			05/20/2003
				To:	19-765											
796	0.08	310	R	From:	US 15 BUS					NA			NA			06/16/2003
				To:	19-787											
796	0.12	50	R	From:						NA			NA			06/16/2003
				To:	19-771											
Charlotte County																
797	0.20	140	R	From:	US 360					NA			NA			05/20/2003
				To:	Dead End											
798	0.10	120	R	From:	19-606					NA			NA			06/09/2003
				To:	Dead End											
799	0.41	110	R	From:	Dead End					NA			NA			06/09/2003
				To:	19-623											
800	0.30	40	R	From:	Dead End					NA			NA			05/13/2003
				To:	73-664; Pr Ed CL											
800	0.44	150	R	From:						NA			NA			05/13/2003
				To:	19-671											
801	0.08	20	R	From:	Dead End					NA			NA			04/05/2000
				To:	19-753											
801	0.67	60	R	From:						NA			NA			05/07/2003
				To:	Campbell County Line											
802	0.19	NA		From:	19-699					NA			NA			
				To:	Dead End											
805	0.21	50	R	From:	Dead End					NA			NA			11/01/2000
				To:	19-606											
807	0.30	NA		From:	Dead End/					NA			NA			
				To:	US-00015(B)/											
810	0.50	60	R	From:	Dead End					NA			NA			06/09/2003
				To:	19-608											
820	0.34	50	R	From:	US 15					NA			NA			05/20/2003
				To:	Dead End											
Town of Keysville																
823	0.10	70	R	From:	US 15 BUS					NA			NA			06/10/2003
				To:	19-824											
824	0.15	20	R	From:	Dead End					NA			NA			06/10/2003
				To:	19-823											
825	0.35	30	R	From:	19-826					NA			NA			05/20/2003
				To:	SR 59											
Charlotte County																
826	0.04	30	R	From:	19-825					NA			NA			05/20/2003
				To:	WCL Keysville											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Keysville																
(826)	0.10	40	R	From:	WCL Keysville						NA			NA		05/20/2003
				To:	SR 59											
Charlotte County																
(830)	0.30	30	R	From:	19-645						NA			NA		05/20/2003
				To:	Dead End											
Town of Phenix																
(1001)	0.43	90	R	From:	Dead End						NA			NA		06/03/2003
				To:	19-1007											
(1001)	0.07	250	R	From:							NA			NA		06/03/2003
				To:	SR 40; 19-675											
(1002)	0.14	330	R	From:	SR 40; 19-675						NA			NA		06/09/2003
				To:	19-1005											
(1003)	0.07	70	R	From:	SR 40						NA			NA		06/03/2003
				To:	19-1004											
(1003)	0.07	50	R	From:							NA			NA		06/03/2003
				To:	19-1005											
(1003)	0.06	40	R	From:							NA			NA		06/03/2003
				To:	19-1006											
(1004)	0.23	50	R	From:	Dead End						NA			NA		06/03/2003
				To:	19-727											
(1004)	0.09	50	R	From:							NA			NA		06/03/2003
				To:	19-1003											
(1004)	0.08	30	R	From:							NA			NA		06/03/2003
				To:	19-1013											
(1004)	0.09	NA		From:	19-01013(R)/						NA			NA		
				To:	Dead End/											
(1005)	0.09	30	R	From:	Dead End						NA			NA		06/03/2003
				To:	19-1002											
(1005)	0.09	60	R	From:							NA			NA		06/03/2003
				To:	19-727											
(1005)	0.16	80	R	From:							NA			NA		06/03/2003
				To:	Dead End											
(1006)	0.15	20	R	From:	Dead End						NA			NA		06/09/2003
				To:	0.15 ME Dead End											
(1006)	0.21	70	R	From:							NA			NA		06/09/2003
				To:	19-727 Gap Terminus											
(1006)	0.04	20	R	From:	Dead End; Gap Terminus						NA			NA		06/03/2003
				To:	19-1003											
(1007)	0.09	100	R	From:	19-1001						NA			NA		06/03/2003
				To:	19-1008											
(1008)	0.07	330	R	From:	19-1007						NA			NA		06/03/2003
				To:	SR 40; 19-727											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Phenix																
1009	0.05	10	R	From:	Dead End						NA			NA		06/03/2003
				To:	19-675											
1010	0.05	10	R	From:	Dead End						NA			NA		06/09/2003
				To:	0.05 ME Dead End											
1010	0.19	80	R	From:							NA			NA		06/03/2003
				To:	19-727											
1011	0.07	20	R	From:	19-675						NA			NA		06/03/2003
				To:	SR 40											
1011	0.07	20	R	From:							NA			NA		06/03/2003
				To:	19-1004											
1012	0.05	45	R	From:	SR 40						NA			NA		06/03/2003
				To:	19-1013											
1013	0.06	20	R	From:	19-1012						NA			NA		06/03/2003
				To:	19-1004											
Town of Charlotte C.H.																
1101	0.34	100	R	From:	Dead End						NA			NA		08/30/2000
				To:	SR 47											
1102	0.11	40	R	From:	SR 47						NA			NA		05/07/2003
				To:	Dead End											
1103	0.56	150	R	From:	SR 47						NA			NA		05/07/2003
				To:	SR 40											
1104	0.19	50	R	From:	Dead End						NA			NA		05/07/2003
				To:	19-709											
1105	0.06	NA		From:	19-1103						NA			NA		
				To:	Dead End											
1106	0.50	270	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-645											
1107	0.09	70	R	From:	SR 40						NA			NA		05/07/2003
				To:	19-1103											
1108	0.19	120	R	From:	Dead End						NA			NA		05/07/2003
				To:	SR 40											
1109	0.25	60	R	From:	19-709						NA			NA		05/07/2003
				To:	Dead End											
1110	0.15	60	R	From:	Dead End						NA			NA		05/07/2003
				To:	SR 47											
1111	0.65	760	R	From:	SR 40						NA			NA		05/07/2003
				To:	SR 47											
1113	0.25	250	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-1111											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Charlotte C.H.																
1114	0.08	240	R	From:	19-1111						NA			NA		08/30/2000
				To:	0.08 ME 19-1111											
1114	0.14	240	N	From:							NA			NA		08/30/2000
				To:	SR 47											
Town of Drakes Branch																
1201	0.12	150	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-619											
1202	0.20	240	R	From:	SR 47						NA			NA		08/30/2000
				To:	Dead End											
1203	0.03	540	R	From:	19-619						NA			NA		10/31/2000
				To:	SR 47											
1204	0.24	310	R	From:	19-619						NA			NA		10/31/2000
				To:	SR 47											
1205	0.25	160	R	From:	SR 47						NA			NA		07/10/2000
				To:	0.25 ME SR 47											
1205	0.25	200	R	From:							NA			NA		06/09/2003
				To:	Dead End											
1206	0.25	210	R	From:	SR 47						NA			NA		10/31/2000
				To:	Dead End											
1207	0.21	180	R	From:	19-619						NA			NA		10/31/2000
				To:	19-637											
1208	0.06	40	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-619											
1209	0.16	80	R	From:	Cul-de-Sac						NA			NA		08/30/2000
				To:	19-623											
1210	0.15	9	R	From:	Dead End						NA			NA		06/09/2003
				To:	19-1212											
1210	0.01	330	R	From:							NA			NA		10/11/2000
				To:	SR 47											
1211	0.06	40	R	From:	Dead End						NA			NA		08/30/2000
				To:	19-623											
1212	0.12	220	R	From:	19-1210						NA			NA		10/11/2000
				To:	Dead End											
1213	0.06	120	R	From:	Dead End						NA			NA		06/09/2003
				To:	SR 47											
Charlotte County																
9091	0.23	100	R	From:	19-654						NA			NA		04/04/2000
				To:	Eureka Elem School											
9092	0.06	NA		From:	US 15						NA			NA		
				To:	Cul-de-Sac											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charlotte County																
9477	0.06	360	R	From:	J Murry Jeffress Elem Sch							NA		NA		05/20/2003
				To:	SR 40											
Town of Charlotte C.H.																
9504	0.03	NA		From:	SR 47							NA		NA		
				To:	Central High School											
Town of Phenix																
9729	0.09	200	R	From:	19-727							NA		NA		04/04/2000
				To:	Phenix Elem School											
Charlotte County																
9730	0.09	190	R	From:	19-606							NA		NA		04/04/2000
				To:	Bacon Elem School											